



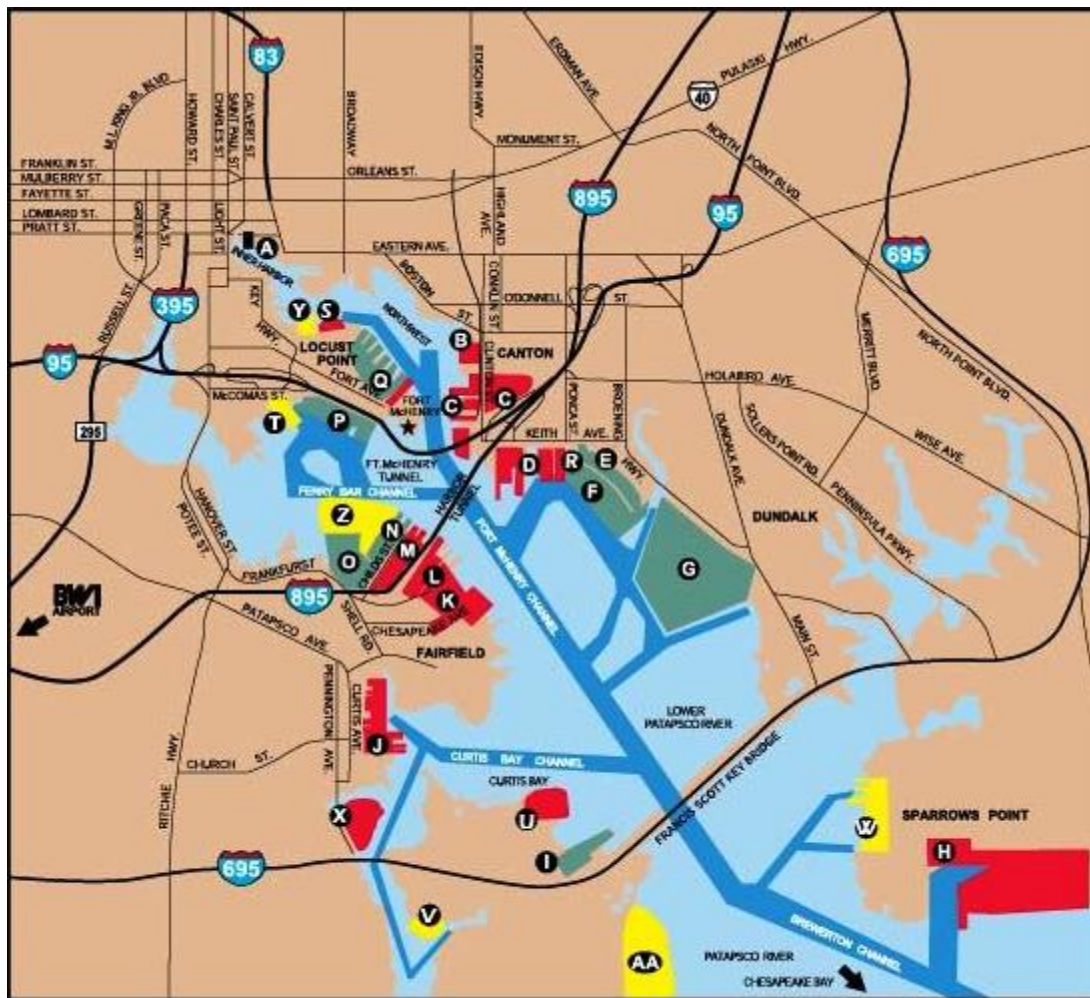
PORT OF BALTIMORE



PRESENTED BY THE
MARYLAND PORT ADMINISTRATION

Port Overview

6 State-Owned Marine Terminals and 33 Private Marine Terminals



Channels Private Terminals MPA Terminals Other Port Facilities



Economic Impact

PORT OF BALTIMORE IMPACT IN MARYLAND



15,330 DIRECT JOBS



21,970 INDUCED AND INDIRECT JOBS



101,880 RELATED JOBS TO PORT'S CARGO

**TOTAL:
139,180
JOBS**

\$395 MILLION IN MARYLAND STATE AND LOCAL TAX REVENUES

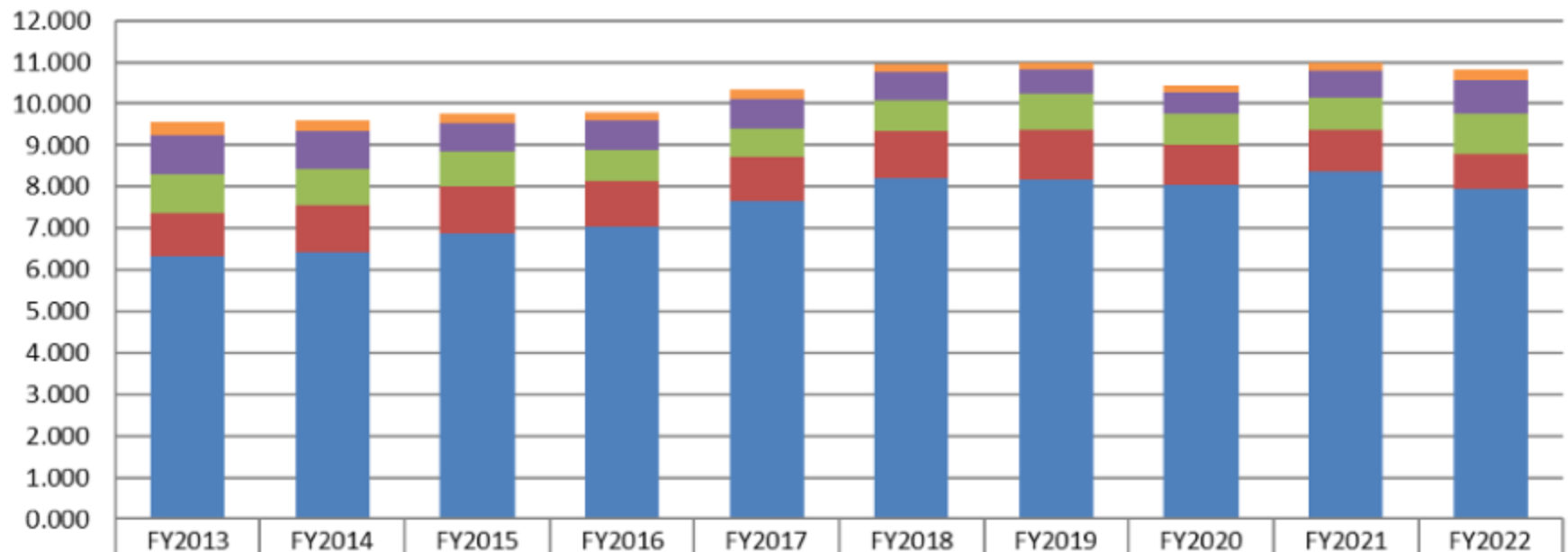
\$2.6 BILLION IN MARYLAND BUSINESS REVENUES

\$3.3 BILLION IN PERSONAL INCOME TO MARYLANDERS



MPA Terminals Tonnage

MPA General Cargo (millions of tons)



BB/Steel	0.325	0.258	0.225	0.199	0.219	0.197	0.161	0.168	0.199	0.272
Forest	0.915	0.904	0.672	0.709	0.736	0.676	0.586	0.495	0.638	0.813
Ro/Ro	0.950	0.880	0.828	0.740	0.684	0.772	0.886	0.765	0.796	0.960
Autos	1.027	1.135	1.130	1.099	1.054	1.110	1.196	0.943	0.996	0.843
Container	6.334	6.424	6.887	7.040	7.654	8.214	8.174	8.057	8.366	7.952

Cargo Statistics and National Rankings

Ranked out of approximately 173 US Ports that handle international cargo.



1st

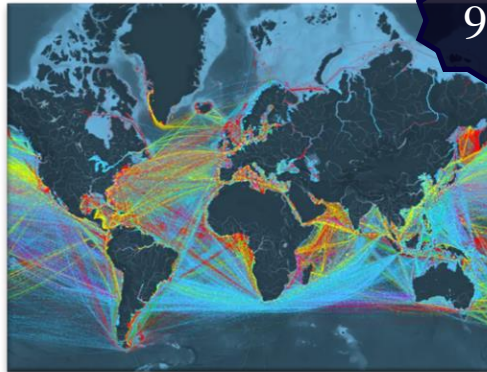


1st



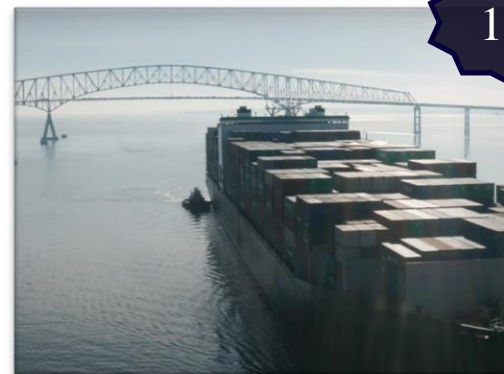
3rd

1st in Automobiles/ Light Trucks, Ro/Ro Cargo



9th

9th in Overall Foreign Cargo
Value (\$61.3 billion)



11th

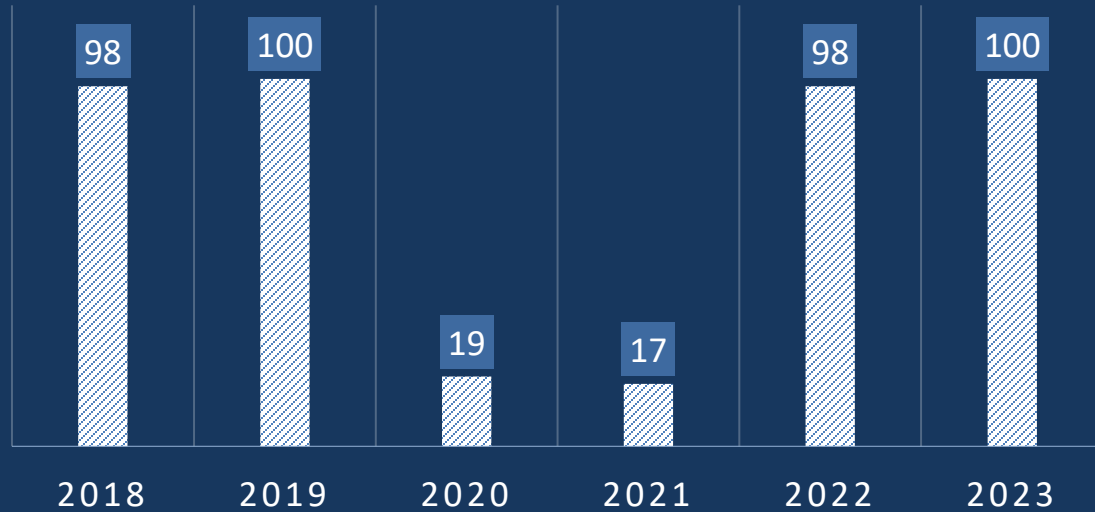
11th in Overall Foreign Cargo
Tonnage (43.6 million tons)

Cruise MarylandTM

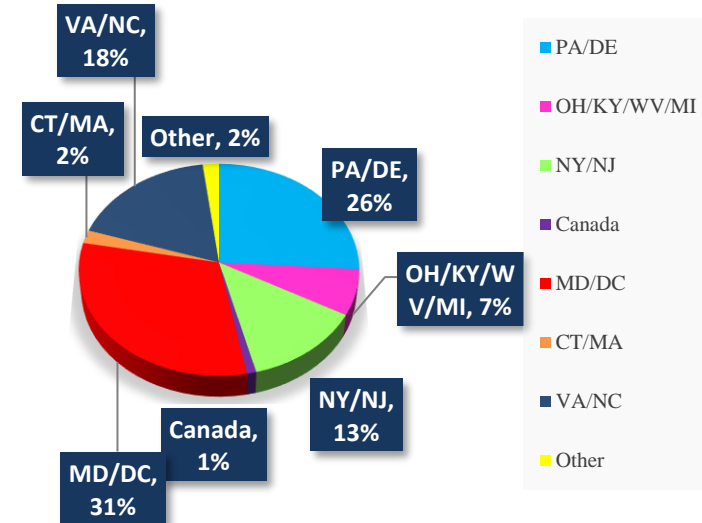
from the Port of Baltimore

349,342
passengers
in 2022

CRUISE SHIP COUNTS



Drive-To Market



Port of National Significance

Below U.S. Secretary of Transportation Pete Buttigieg visited the Port on July 29, 2021.



Above President Joe Biden visited the Port of Baltimore to announce the bipartisan infrastructure deal on November 10, 2021.


Port of National Significance

Below Rep. Ruppersberger, Mayor Scott, U.K. Secretary Trevelyan, U.S. Trade Ambassador Katherine Tai, and Senators Cardin and Van Hollen visit the Port on March 21, 2022.



Above U.S. Secretary of the Interior Deb Haaland visited Masonville Cove on March 11, 2022.

Federal Grant Projects

Recent Federal Grant Applications				
Project	Program	Total Cost	Federal Award	Scheduled Completion
Rail Capacity Improvement Project	FRA CRISI 2022	\$22.3M	\$15.6M	2025
Dundalk Resiliency Project	USDOT BUILD 2021	\$40M	\$10M	2026
Emissions Reduction	EPA DERA 2022	<i>Various ongoing projects</i>	\$1.8M (\$10.5M since 2008)	Ongoing
Port and Cyber Security	DHS Port Security 2022	<i>Various ongoing projects</i>	\$1.6M (\$20M since 2005)	Ongoing
Howard Street Tunnel Project	USDOT INFRA 2019	\$466M	\$125M	Q4 2025
Seagirt Berth #3 Modernization Project	USDOT BUILD 2018	\$32.7M	\$6.6M	

Seagirt Marine Terminal Expansion

- Terminal Densification/Gate Complex Reconfiguration
- 4 new fully-electric Neo-Panamax Cranes operational in 2022; 15 new hybrid rubber-tyred gantry cranes (RTGs) arrived in Q2 2022.
- Berth #3 Modernization Project: Seagirt's second 50-ft berth completed in Q2 2022.
- Seagirt Loop Channel Deepening Study – 50-ft recommended plan.



Port Electrification & Emissions Reduction

The Port's Dray Truck Replacement Program, initiated in 2012, has replaced more than 250 trucks with cleaner, modern vehicles.



The Port renewed and expanded MOU with the Maryland Department of the Environment and Maryland Energy Administration to strengthen environmental initiatives at the state-owned, public marine terminals



4	New Electric Neo-Panamax Cranes	=	985	metric tons of carbon dioxide (CO ₂) equivalent emissions avoided per year
15	New Hybrid Rubber Tyred Gantry Cranes	=	78	metric tons of carbon dioxide (CO ₂) equivalent emissions avoided per year

EPA Regional Administrator Adam Ortiz presented the Port with a \$1.8 million grant to replace cargo handling equipment and dray trucks with cleaner models in 2022.



Port of Baltimore

Navigation Channels System

Long-Term Average Annual Dredging Volumes in Million Cubic Yards (Mcy):

<u>Federal Channels</u>	<u>Volume</u>
C&D Canal & Approaches	0.7 Mcy
MD Bay Channels	2.1 Mcy
Harbor Channels*	0.975 Mcy
VA Bay Channels	0.775 Mcy
Total	4.725 Mcy

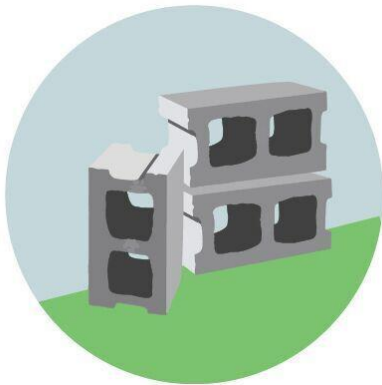
20-yr demand 94.5 Mcy

MPA is responsible for managing every one of the almost 5 million cubic yards of sediment that the U.S. Army Corps of Engineers dredges annually from the shipping channels that link the Port of Baltimore to the Atlantic Ocean and beyond.



Beneficial Use & Innovative Reuse of Dredged Material

Beneficial Use and Innovative Reuse



Building
Materials



Habitat
Restoration



Manufactured
Topsoil



Site
Reclamation

Poplar Island Ecosystem Restoration Project

MPA Beneficial Use Project

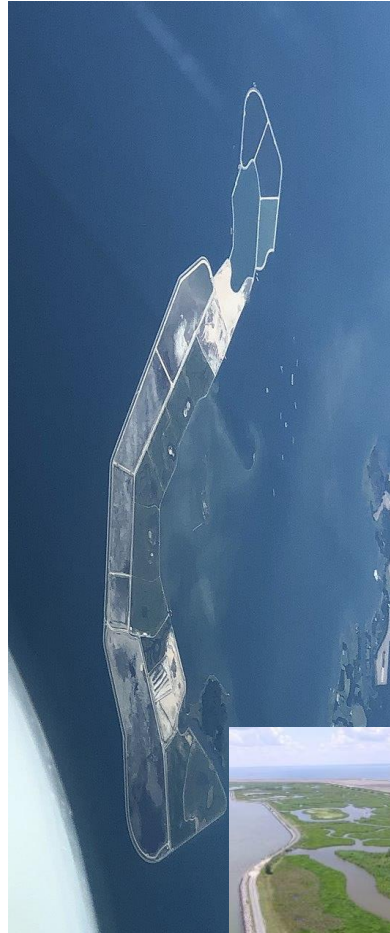
1997



2011



2019



2022

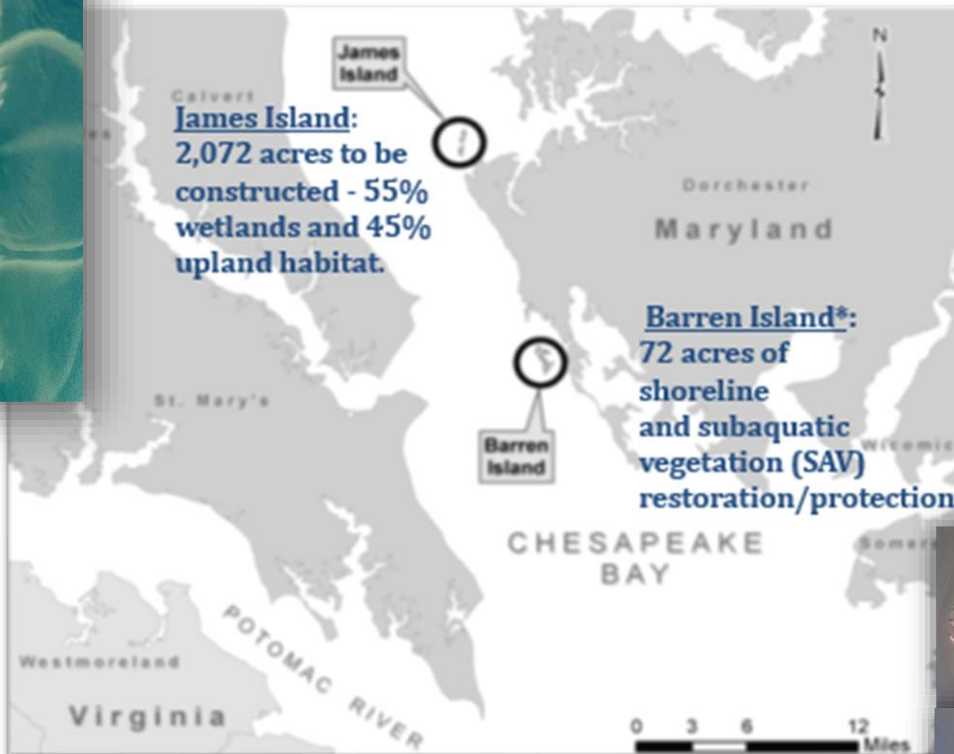
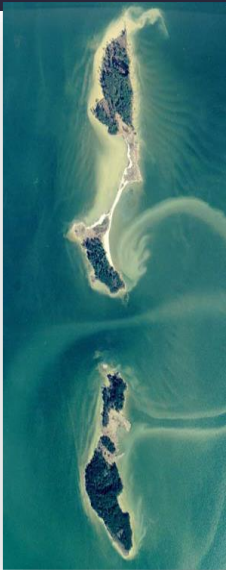


Poplar Island Expansion is complete. Poplar Island will continue to receive dredged material until ~2032.



Mid-Chesapeake Bay Island Aquatic Ecosystem Restoration Project

MPA Beneficial Use Project



The first construction contract on the **Mid-Bay Island Project** was awarded in September 2022.

\$83.9M in federal construction funding was included in the Army Corps Work Plan in 2022.



YOU'RE INVITED!

MID-BAY ISLAND ECOSYSTEM RESTORATION PROJECT

COMMUNITY POSTER SESSION

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) and U.S. Army Corps of Engineers, Baltimore District (USACE) would like to invite you to a Community Poster Session to provide general project updates and present information on the first phase of construction for Barren Island, which is anticipated to begin in Fall 2022.

The session will also provide Stakeholders an opportunity to provide comments to partners on the James Island component of the project, as we initiate a Supplemental Environmental Impact Statement (EIS) to update National Environmental Policy Act (NEPA) compliance.

NOVEMBER 19, 2022
10:00 AM - 12:00 PM

HOOPERS ISLAND FIRE DEPARTMENT
2756 Hoopers Island Road
Fishing Creek, MD 21634

QUESTIONS? CONTACT:
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Rgilde@marylandports.com

Additional information, visit: maryland-dmmp.com



Innovative Reuse of Dredged Material

Ridgely's Cove Remedial Capping

Sediment dredged from shipping channels leading to the Port of Baltimore is helping restore the underutilized Ridgely's Cove park property in Baltimore City into a multiuse recreation area with walking trails.



Research & Development

Belden-Eco Products

Purpose: Develop ceramic bricks and permeable pavers.

Northgate Environmental Management

Purpose: Develop concrete traffic barriers and modular shoreline protection structures.

FasTrak Express

Purpose: Develop a preferred formulation to grow sod.

Suscon Products

Purpose: Develop general use concrete products such as retainer walls.



Harford Industrial Materials, Inc.

Purpose: Develop lightweight aggregate for uses such as structural concrete and various fill applications.

CSI Environmental, LLC

Purpose: Develop upland and shoreline berms using geotextile tubes.

University of Maryland

Purpose: To study the development of vegetated earth berms utilizing Cox Creek dredged material for use in highway embankment projects.



Tronox Property Development



- Acquired by the MPA in December 2022.
- Directly adjacent to the MPA's Cox Creek Dredged Material Containment Facility.
- The Tronox property will be the future home of large-scale, long-term processing & distribution of dredged material products

Howard Street Tunnel Project

The Howard Street Tunnel (HST) Project consists of double-stack clearance improvements at 22 locations between Baltimore and Philadelphia.

Expected completion at the end of 2025.

— CSX's Double Stack Network
— Howard Street Tunnel & Related Clearance Obstructions



Distance from East Coast Gateways to Key Inland Points

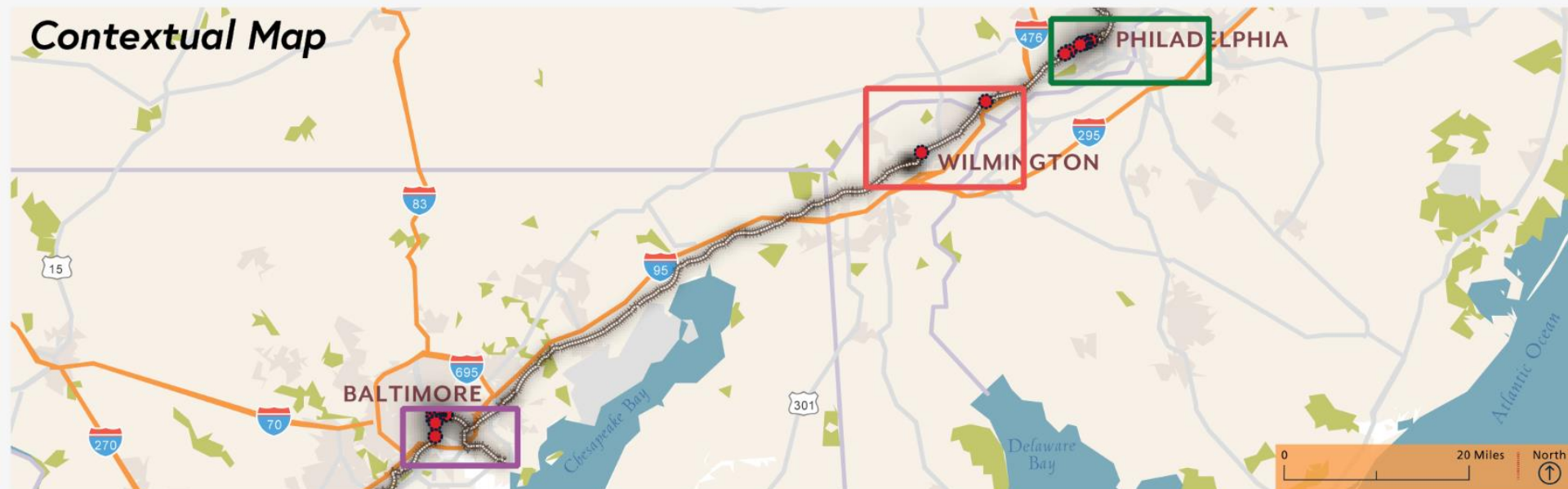
Miles	Baltimore		NYNJ		Norfolk		Halifax
	CSX	NS	CSX	NS	CSX	NS	CN
Inland Point							
Chicago	790	862	953	915	1,043	1,057	1,622
Columbus, OH	672	634	834	705	924	658	-
Detroit	672	688	835	759	925	879	1,346

Howard Street Tunnel Project

Engineering/Construction Approach

- Due to the range of scope/project complexity and geographic area of the Project, CSX has decided to break up the Project into 10 smaller pieces for engineering and construction.
- Most design and construction contracts have already been awarded by CSX, but there are four construction contracts that still need to be advertised and awarded.

Contextual Map



Howard Street Tunnel Project

Engineering/Construction Packages (Maryland)

1. Howard Street Tunnel Package

- Includes HST reconstruction and track lowering at Mount Royal Avenue and MTA Light Rail Bridge
- Design/Build team (Skanska/Fay JV) under contract as of June 2022. Design and field work (boring, survey, etc.) underway. 60% designs to be complete in January 2023. Guaranteed Max Price (GMP) with contractor target for March/April 2023.

2. North Avenue Bridge Modification

- Design/Build team led by Fay Construction is under contract as of June 2022. Design and field work underway. 60% designs submitted to CSX in December 2022. Guaranteed Max Price (GMP) with contractor target for March/April 2023.

3. Guilford Avenue Bridge Replacement

- Design underway, construction procurement expected in Spring 2023.

4. Harford Road Bridge Replacement

- Design underway, construction procurement expected in Summer 2023.

5. Baltimore Track Lowerings

- Includes Sisson Street, Huntington Avenue, Charles Street, St. Paul/Calvert Street, Barclay Street and Greenmount Avenue.
- Design complete, waiting on permits before construction starts. Construction procurement expected in February 2023 for Spring construction start.

Howard Street Tunnel Project

Engineering/Construction Packages (Delaware & Pennsylvania)

1. Delaware Track Lowerings

- Includes Lancaster Avenue and 4th Street
- Design approved. 3rd Party utility relocations underway. Construction procurement expected in early 2023 after utility relocations are complete.

2. Chichester Avenue (PA) Track Lowering

- Construction contractor hired and work underway.

3. Clifton Avenue (PA) Track Lowering

- Construction contractor hired and work underway.

4. Boone Tunnel (PA) Track Lowering

- Construction contractor hired and work underway.

5. 58th Street to 68th Street (PA) Track Lowering

- CSX force account work complete. Construction contractor hired and remaining work underway.

Howard Street Tunnel Project

MBE/DBE Approach

- The Federal Railroad Administration (FRA) approved the HST Project's Disadvantaged Business Enterprise (DBE) plan on February 2, 2022.
 - FRA does not have a formal DBE policy like other USDOT agencies, so the plan relied mostly on Maryland's Minority Business Enterprise (MBE) program as a guide
- CSX is responsible for hiring all consultants and contractors needed to complete the HST Project, so the MBE/DBE policies are directed at CSX's requirements they place on their contractors
- MPA has provided MBE language to CSX for them to include in every procurement that includes a Maryland project.
 - 93% of total project costs are in MD.
 - Language encourages bidders to meet Maryland's 29% MBE goal.
 - So far, the contractors that CSX has hired for the Maryland projects have committed to meet the State's 29% MBE goal.
 - CSX's prime construction contractor (Skanska) on the actual Howard Street Tunnel package was recently named the "Most Inclusive Prime Contractor for MBE" by the MD Washington Minority Companies Association.
- Each year, on or before March 31, CSX must submit a report to MPA outlining MBE participation for the previous calendar year

Questions

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